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Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 PM-03 INR-07 L-02 ACDA-05

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TO SECSTATE WASHDC 9738
INFO ALL NATO CAPITALS 4926
SECDEF WASHDC
JCS WASHDC
OFFICE OF PREPAREDNESS, GSA WASHDC
DEPT OF TRANSPORTATION WASHDC
USCINEUR VAIHINGEN GER
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USDEL MC BRUSSELS
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C O N F I D E N T I A L SECTION 1 OF 2 USNATO 0397

E.O. 11652: GDS
TAGS: MARR,US, NATO
SUBJECT: CEP: CIVIL AVIATION PLANNING COMMITTEE (CAPC)-SECOND MEETING OF THE AD HOC GROUP ON THE USE OF CIVIL AIR TRANSPORT IN AN EMERGENCY JANUARY 20-21, 1975

REF: STATE 007283

JCS FOR COL. MIDDLETON; TRANSPORTATION FOR OET; SECDEF FOR OASD I&L

SUMMARY: CAPC AD HOC WORKING GROUP, AWARE OF COUNCIL AND MILITARY COMMITTEE INTEREST, SKETCHED OUT PRE-MOBILIZATION ROLE "MINI" AND NEW POST-MOBILIZATION ROLE CONFIDENTIAL

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FOR BOCCA AND DRAFTED TOPICAL OUTLINE OF SUBJECTS TO BE STUDIED TO SUPPORT CONCEPT. END SUMMARY.

1. FOLLOWING IS A REPORT OF SUBJECT MEETING DRAFTED BY INTENATIONAL

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STAFF (ROUGH TRANSLATION FROM ORIGINAL FRENCH TEXT). AFTER
CHAIRMAN APPROVES IT, IT WILL GO TO AD HOC GROUP REPRESENTATIVES.
REPS FROM BELGIUM, CANADA, FRANCE, FRG, UK, US AND SHAPE
ATTENDED MEETING. AS THE DRAFT REPORT INDICATES, ALL
REPS AGREED THAT CONSIDERABLE AMOUNT OF WORK NEEDS DOING.
CHAIRMAN ALSO AGREED. HE FELD AN EARLY CAPC MEETING MUST APPROVE
BROAD CONCEPT OF ROLE FOR CIVIL AVIATION, INCLUDING THE
CRISIS PERIOD, CHAIRMAN AND MEMBERS AGREED THAT ROLE DESCRIBED
SIGNIFICANTLY BROADENS CURRENT PLANNING CONCEPTS WHICH RESTRICT
BOCCA'S ACTIVITIES TO A POST-NUCLEAR PERIOD. CHAIRMAN
FELT THAT BEFORE GROUP EXPENDED THE TIME AND ENERGY
OF EXPERTS TO COVER ALL SUBJECTS MENTIONED IN SECTION
III OF REPORT THAT IT WAS NECESSARY TO SECURE COMPLETE
AGREEMENT BY THE NATIONS AND CAPC, AT 29-30 APRIL MEETING,
TO THE BROAD CONCEPT DESCRIBED IN SECTION II. REQUEST WASHINGTON
COMMENTS PRIOR TO NEXT AD HOC GROUP MEETING 20-21 FEBRUARY,
AND IF OET/DOT REP WILL ATTEND MEETING. USNATO AND USDEL MC
COORDINATING ON REPLY TO REFTEL.

BEGIN TEXT-

CIVIL AVIATION PLANNING COMMITTEE
AD HOC GROUP ON THE USE OF CIVIL AIR TRANSPORT IN AN EMERGENCY
REPORT ON THE SECOND MEETING OF THE AD HOC GROUP
IN PARIS ON THE 20THE 21ST JANUARY 1975

I. THE AD HOC GROUP CHARGED WITH THE STUDY ON THE USE OF CIVIL
AIR TRANSPORT IN AN EMERGENCY, AND PARTICULARLY ON THE ROLE OF
BOCCA, HELD ITS MEETING ON THE 20TH AND 21ST OF JANUARY, 1975,
IN THE SECRETARIAT GENERAL DE L'AVIATION CIVILE IN PARIS, UNDER
THE CHAIRMANSHIP OF GENERAL WALTER.

II. AFTER A PRELIMINARY DISCUSSION, THE MEMBERS OF THE GROUP
AGREED ON THE FOLLOWING GENERAL CONCEPT ON THE USE OF
AIRLIFT RESOURCES:

1. THE USE OF CIVIL AIR TRANSPORT FOR MEETING THE REQUIREMENTS
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OF THE ALLIANCE MUST TAKE INTO CONSIDERATION NOT ONLY THE
AIRCRAFT THEMSELVES, BUT ALSO AERONAUTIC INFRASTRUCTURE (AIRPORTS,
AIR CONTROL ORGANIZATION), GROUND SUPPORT EQUIPMENTS FOR THE AIRCRAFT
AND GROUND HANDLING EQUIPMENT FOR PASSENGERS AND CARGO.

2. THE NATIONS, BEING RESPONSIBLE FOR THE OPERATION OF THEIR CIVIL
AIR TRANSPORT SHOULD BE READY TO PROVIDE NATO, IN PEACETIME
AND ON REQUEST, WITH THE NECESSARY INFORMATION ON CIVIL AVIATION
IN ALL ITS ASPECTS.

3. THE NATIONS SHOULD BE INVITED TO PREPARE AND TO DEVELOP
ARRANGEMENTS ENABLING THEM TO USE THEIR CIVIL AIR TRANSPORT
CAPABILITIES FOR MEETING DEFENCE REQUIREMENTS AND FOR THE BENEFIT

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OF THE ALLIANCE IN CASE OF EMERGENCY.

4. IN A CASE OF TENSION, THERE WOULD EXIST A NEED FOR MUTUAL INFORMA-
AND CO-ORDINATION OF EFFORTS BETWEEN THE MEMBER NATIONS OF THE
ALLIANCE IN THE FIELD OF CIVIL AIR TRANSPORT.

5. AS SOON AS THIS NEED WILL APPEAR, AND BY DECISION OF THE
COUNCIL, A BOARD FOR THE CO-ORDINATION OF CIVIL AVIATION (1)
COULD BE SET UP IN ORDER TO, IN FIRST INSTANCE, GATHER AND PROVIDE
INFORMATION ON THE SITUATION OF CIVIL AVIATION IN ALL ITS ASPECTS.

6. WHEN THE SITUATION REQUIRES, AND BY DECISION OF THE COUNCIL, THE
BOCCA WILL BECOME RESPONSIBLE FOR THE CO-ORDINATION OF THE USE OF
CIVIL AIR TRANSPORT RESOURCES WITH A VIEW TO OBTAIN ITS BEST
USE FOR THE DEFENCE SUPPORT OF THE ALLIANCE.

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C O N F I D E N T I A L SECTION 2 OF 2 USNATO 0397

7. IN PARTICULAR, THE BOCCA SHOULD BE THE FOCAL POINT WHERE THE
REQUESTS FOR AIR TRANSPORT BY THE NATO MILITARY AUTHORITIES
WOULD BE PRESENTED, AND IT WOULD BECHARGED WITH THE CO-ORDINATION
OF ARRANGEMENTS WITH NATIONS FOR MEETING THOSE REQUIREMENTS.

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(1) IN ORDER TO FACILITATE DISCUSSIONS AND FOR DISTINGUISHING THIS BODY FROM THE WARTIME BOCCA, IT WAS AGREED TO NAME IT PROVISIONALLY "MINI-BOCCA"
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8. THE TERMS OF THIS GENERAL CONCEPT, WHICH APPEAR IN THE PARAGRAPHS 4, 5, 6 AND 7 ABOVE, COULD BE CONSIDERED AS PROVISIONAL ELEMENTS OF DRAFT TERMS OF REFERENCE FOR BOCCA. BUT THESE TERMS OF CONFIDENTIAL

REFERENCE SHOULD NOT BE DRAFTED DEFINITIVELY BEFORE THE QUESTIONS MENTIONED BELOW BE REVIEWED QUICKLY BY THE AD HOC GROUP.

III. QUESTIONS TO BE REIVEWED BY THE AD HOC GROUP.

1. ACTIONS TO BE UNDERTAKEN BY NATIONS, DURING-PEACETIME, IN THE FIELD OF CIVIL AVIATION TO SUPPORT DEFENCE EFFORTS IN CRISIS AND WAR:

(A) BY OWN CAPABILITIES,

(B) BY BILATERAL ASSISTANCE,

(C) BY MILTILATERAL ASSISTANCE.

2. POSSIBLE ACTION BY NATO TO HELP NATIONS IN THEIR PROBLEMS OF AIRLIFT INFRASTRUCTURE AND PREPOSITIONED EQUIPMENT.

3. MECHANISMS NEEDED FOR THE USE OF CIVIL AIR TRANSPORT FOR THE DEFENCE, BEFORE THE BEGINNING OF HOSTILITIES.

4. LIMITATIONS IMPOSED UNTIL EMERGENCY POWERS ARE IMPLEMENTED.

5. CONSIDERATIONS REGARDING THE USE OF CIVIL AIRLIFT:

(1) INSURANCES (HULL AND CREW),

(B) THIRD PARTY LIABILITY,

(C) RESTRICTIONS IN THE USE OF CIVIL AIRCRAFT,

(D) CONTROL OF USE OF CIVIL AIRCRAFT.

6. SELECTION OF HEADQUARTERS FOR THE MINI-BOCCA

7. PROCEDURES FOR FORWARDING, HANDLING AND SATISFYING CIVIL AND MILITARY REQUIREMENTS FOR AIRLIFT.

8. METEOROLIGICAL AND AIRWAYS COMMUNICATIONS CONSIDERATION.

9. AIRFIELD AND GROUND SUPPORT EQUIPMENT AND MATERIELS;
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HANDLING EQUIPMENT.

10. SSERVICING OF AIRCRAFT, MAINTENANCE AND REFUELING; CREW STAGING.

11. AIRFIELD CLEARANCE OF CARGO AND PERSONNELS TO DESTINATION.

12. DEVELOPMENT OF INFORMATION BASE FOR USE BY THE MINI-BOCCA.

13. EXAMINATION OF STAFFING PROPOSALS FOR BOCCA TO PROVIDE FOR GRADUAL/SUDDEN BUILD-UP OF STAFF.

14. ARRANGMENTS ALREADY MADE BY THE NATO MILITARY AUTHORITIES FOR THE UTILIZATION OF CIVIL AVIATIONS IN WARTIME.

IV. THE MEMBERS OF THE AD HOC GROUP AGREED THAT THE ABOVE CONCEPT (PARAGRAPH II) AND THE GENERAL APPROACH OF THE STUDY SHOULD BE SUBMITTED FOR APPROVAL TO THE CAPC AT ITS MEETING ON 29/30 APRIL, 1975; THE AD HOC GROUP AGREED TO MEET AGAIN ON THE 20TH AND 21ST FEBRUARY, 1975, TO FURTHER DEVELOP THE CONCEPT AND MEMBERS WERE REQUESTED TO BE PREPARED TO PROVIDE IMPUTS ON THE QUESTIONS ENUMERATED AT III. THE INTENTION IS TO FORWARD THESE COMMENTS AND TO DEVELOP A PROGRAM OF WORK TO BE FOLLOWED WHEN THE CAPC APPROVES THE CONCEPT AND THE GENERAL APPROACH OF THE STUDY.

V. MEMBERS WILL REMEMBER THAT DOCUMENTS PREPARED BY THE INTERNATIONAL STAFF AND BY SOME MEMBERS OF THE AD HOC GROUP WERE HANDED OUT TO THEM DURING THE MEETING, AND THAT SPARE COPIES ARE STILL AVAILABLE, IF THEY NEED IT.

GENERAL WALTER
CHAIRMAN OF THE AD HOC GROUP

ATTENDANCE LIST

GENERAL WALTER, CHAIRMAN SECRETARIAT GENERAL DE L'AVIATION CIVILE PARIS

MR. H. SCHUMUCK, REF. DIV. BUNDESVERKEHRSMINISTERIUM, ABTL. CONFIDENTIAL

LIFTFART, BONN

MR. R. DEFFEZ, ADJOING SECURITE, INSPECTION GENERALE AIR FRANCE, PARIS

COLONEL BODIN-HULIN, COMMISSAIRE AUX TRANSPORTS AERIENS,

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PARIS

MR. J.J. E. CANTY CANADIAN DELEGATION TO NATO, BRUXELLES

MAJ. A. V. A. PELTIER BELGIAN DELEGATE TO CAPC

COLONEL E. BELLIA LANDA DIVISION, SHAPE, BELGIUM

MR. J. POLICASTRO US MISSION TO NATO BRUSSELS

MR. D.F. RILEY UK CAPC REPRESENTATIVE, LONDON

MR. J.E. REVIRON NATO INTERNATIONAL STAFF, CIVIL EMERG.
PLANNING

END TEXT
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<< END OF DOCUMENT >>

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OFFICE OF PREPAREDNESS, GSA
DEPT OF TRANSPORTATION

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